REPORT

DATE: February 10, 2006

TO: Administration Committee
Regional Council

FROM: Lambertus H. Becker, CFO (213) 236-1804
Email: becker@scag.ca.gov

SUBJECT: Approval of Contracts Over $250,000

EXECUTIVE DIRECTOR'S APPROVAL

RECOMMENDED ACTION:

Approve Contracts

SUMMARY:

- **The following consultant contracts are recommended for approval:**

IBI Group	NTE	$ 399,982
Environmental Mitigation Plan for Goods Movement in Southern California * At the time of the RC mailing, the award had not been determined. The contract award write-up will be sent under a separate cover.	NTE	$ _____*

FISCAL IMPACT:

The Work Element is listed on the detail page for each contract. Included is the Work Element and category of funding, for example FHWA, FTA, indirect.

If a member believes or has a reason to believe that he or she has a financial interest in any of the firms listed on this Report, the member should consult with SCAG legal counsel.

CONSULTANT CONTRACT

Consultant: IBI Group

Scope: The purpose of this study is to identify and develop a conceptual design for the integration of a high speed Maglev system with airports throughout the SCAG region. The Maglev system design will connect the regional airports of Los Angeles International (LAX), March Inland Port (MIP), Ontario International (ONT), Palm Springs (PSP), Palmdale Regional (PMD), and San Bernardino International (SBD), and regional hubs in West Los Angeles, Union Station and West Covina via Maglev.

In order to alleviate the significant mobility challenges facing the rapidly growing region, the 1998 Regional Transportation Plan (RTP) recommended the development of a high speed ground transportation system, specifically magnetic levitation (Maglev) high speed rail. In December 2002, SCAG's Regional Council approved an Initial Operating Segment (IOS) of the Maglev system that extends from West Los Angeles through LAUPT in downtown Los Angeles to West Covina and on to Ontario International Airport, a distance of approximately 54 miles.

In August 2003, Phase 1: Predeployment Analysis of the IOS study was completed. It provided an overall project strategy for the IOS, a detailed impact analysis, a capacity and access study, a potential public private partnership structure, a refined financial analysis, a plan for public participation and outreach, and technology transfer. Phase 2: Preliminary Engineering is currently underway, with the Public Involvement Plan and Cost Estimation Methodology already complete.

A previous study completed in 2001 developed a system design, environmental assessment, cost estimates, and a financing plan for a Maglev route connecting Los Angeles International Airport (LAX) and Palmdale airports. Currently, SCAG, in collaboration with the City of Los Angeles, City of Ontario, and the San Bernardino Association of Governments is conducting an Alternatives Analysis comparing Maglev and steel wheel technologies. This study is expected to be complete in 2006. Also ongoing is a study that will determine the siting of a West Los Angeles Multi-Modal Transfer Transit Facility that will incorporate a Maglev station that will serve the IOS. This project is in the initial stages and will be completed by December 2006.

This study is to incorporate the findings of these studies in order to develop a regional comprehensive system design for Maglev as a means for regionalizing airport demand within the SCAG region. In 2004, SCAG adopted a Regional Aviation Plan, which included recommended strategies for decentralizing passenger service to the emerging airports. Given that most of the region's airports are in urban areas, where expansion is subject to significant physical and legal constraints, increasing capacity at airports in suburban areas is essential for the region to be able to serve forecasted aviation demand, and secure the economic benefits and global economic competitiveness associated with serving that demand.

A comprehensive Maglev system would improve congestion by providing an efficient, high-speed alternative travel mode within the region. The system design will also recognize the nexus between transportation and land use by incorporating the Compass 2% Strategy into station siting decisions, thereby encouraging transit-oriented development efforts within the region.

The study will be conducted in two phases. During the first phase, from March through June 2006, the consultant will conduct a comprehensive analysis of the contextual and methodological framework required to create a conceptual design, including capital requirements, maintenance and operational costs, ridership, alignments, station and parking facilities, ground access, transit linkages, and security considerations.

The second phase will conclude in June 2007, the consultant will use the findings from the previous phase to develop a conceptual design for the comprehensive system. They will also formulate a strategic plan that addresses relevant institutional, legal and financing issues in order to set forth the business case for investments in the system.

Contract Amount:	**Total not to exceed**	**$399,982**
	IBI Group (prime)	$122,305
	J.L. Patterson & Associates (subcontractor)	$ 64,048
	LSA Associates (subcontractor)	$ 47,973
	AECOM (subcontractor)	$ 10,000
	Lea+Elliott (subcontractor)	$ 19,955
	Sarah Catz (subcontractor)	$ 30,000
	CitiGroup (subcontractor)	$ 55,701
	Transrapid-USA (subcontractor)	$ 50,000

Contract Period: April 1, 2006 through June 30, 2007

Work Element:	06-244.SCGC1	$100,000	Funding Sources: Consolidated Planning Grant – FHWA
	XX.XXX.XXXX	$299,982	Funding Source: Consolidated Planning Grant – subject to approval of SCAG's FY 06-07 budget

Request for Proposal: SCAG staff notified 313 pre-qualified firms of the release of RFP No. 06-049. The RFP was also advertised on Lawley Publications' website, the Planning Magazine's website, and posted on SCAG's bid management system. The following three proposals were received in response to the solicitation:

IBI Group (7 subcontractors)	$399,982
Landrum and Brown (3 subcontractors)	$399,125
Meyer, Mohaddes Associates (4 subcontractors)	$399,968

Selection Process: The Proposal Review Committee (PRC) evaluated all three proposals in accordance with the criteria set forth in the RFP, and the selection process was conducted in a manner consistent with all applicable Federal and State contracting regulations. Interviews were held with all three offerors.

The PRC was comprised of the following individuals:

Zahi Faranesh, Maglev Program Project Manager, SCAG
Pria Hidisyan, Project Manager, SCAG
Rich Macias, Manager, Transportation Planning, SCAG
Leeann Williams, Branch Chief, Caltrans

Basis for Selection: The PRC committee recommends IBI Group for the contract award because of the firm's unique qualifications to fulfill the requirements of the project. IBI Group is willing and able to meet the highly demanding requirements of this project within a very limited budget. They have demonstrated experience in designing regional Maglev systems and are committed to developing a design and strategic framework by June 30, 2007. Aspects of their technical capabilities and strategic approach (specifically, their proposed catalytic demand approach, use of RADAM modeling, and financing and institutional framework ideas) distinguished them as the strongest team. Their ability to pursue these ideas is especially clear given the team of subcontractors that will take part in the project, with focused expertise in airport planning, innovative financing, legal issues, institutional strategies, and transit-oriented and environmental planning.

IBI Group is very knowledgeable about key ground access and

aviation issues facing the region, having performed several transportation studies managed by SCAG. They were the prime consultant on the LAX to Palmdale High-speed Ground Access Study, partnered as a subcontractor to Lockheed Martin for Phase 1 of the Maglev Deployment Program. Currently, IBI Group remains a partner in providing the preliminary engineering work for Phase 2 of the Initial Operating Segment of the Maglev line. They are uniquely qualified to fulfill the overall objective of this study, both with regard in technical and strategic approach, in order to develop a conceptual design and strategic plan for the comprehensive regional Maglev system.